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MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

Please Note Time

**Thursday, November 7, 2013
10:00 a.m. – 10:30 a.m.**

**SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room A
Los Angeles, CA 90017
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Energy and Environment Committee are also available at: www.scag.ca.gov/committees/eec.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1858. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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Energy and Environment Committee

Members – November 2013

<u>Members</u>		<u>Representing</u>	
Chair*	1. Hon. James A. Johnson	<i>Long Beach</i>	District 30
Vice-Chair*	2. Hon. Lisa Bartlett	<i>Dana Point</i>	TCA
	3. Hon. Denis Bertone	<i>San Dimas</i>	SGVCOG
	4. Hon. Brian Brennan	<i>Ventura</i>	VCOG
*	5. Hon. Margaret Clark	<i>Rosemead</i>	District 32
	6. Hon. Jordan Ehrenkranz	<i>Canyon Lake</i>	WRCOG
*	7. Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
	8. Hon. Larry Forester	<i>Signal Hill</i>	Gateway Cities
	9. Hon. Laura Friedman	<i>Glendale</i>	Arroyo Verdugo Cities
	10. Hon. Sandra Genis	<i>Costa Mesa</i>	OCCOG
*	11. Hon. Ed Graham	<i>Chino Hills</i>	District 10
	12. Hon. Steven Hernandez	<i>Coachella</i>	CVAG
	13. Hon. Linda Krupa	<i>Hemet</i>	WRCOG
	14. Hon. Thomas Martin	<i>Maywood</i>	Gateway Cities
*	15. Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
	16. Hon. Geneva Mojado		Soboba Band of Luiseño Indians
*	17. Hon. Mike Munzing	<i>Aliso Viejo</i>	District 12
	18. Hon. Sam Pedroza	<i>Claremont</i>	SGVCOG
	19. Hon. David Pollock	<i>Moorpark</i>	VCOG
	20. Hon. Jeffrey Prang	<i>West Hollywood</i>	WSCCOG
*	21. Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
*	22. Hon. Lupe Ramos Watson	<i>Indio</i>	District 66
*	23. Hon. Deborah Robertson	<i>Rialto</i>	District 8
	24. Hon. Stephen Sammarco	<i>Redondo Beach</i>	SBCCOG
*	25. Hon. Jack Terrazas		Imperial County
*	26. Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
	27. Hon. Diane Williams	<i>Rancho Cucamonga</i>	SANBAG
	28. Hon. Edward Wilson	<i>Signal Hill</i>	Gateway Cities

* Regional Council Member

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

NOVEMBER 7, 2013

The Energy & Environment Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. James A. Johnson, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

INFORMATION ITEM

Time Page No.

- | | | | | |
|----|--|------------|----------|---|
| 1. | <u>Los Angeles Regional Adaptation Planning</u>
<i>(Jonathan Parfrey, Executive Director, ClimateResolve)</i> | Attachment | 25 mins. | 1 |
|----|--|------------|----------|---|

CONSENT CALENDAR

Approval Item

- | | | | | |
|----|---|------------|--|---|
| 2. | <u>Minutes of the October 3, 2013 Meeting</u> | Attachment | | 2 |
|----|---|------------|--|---|

Receive and File

- | | | | | |
|----|---|------------|--|----|
| 3. | <u>2014 Regional Council and Policy Committees Meeting Schedule</u> | Attachment | | 6 |
| 4. | <u>AB 32 Scoping Plan First Update - Discussion Draft for Public Review and Comment</u> | Attachment | | 7 |
| 5. | <u>Panel Discussion Regarding Climate Change</u> | Attachment | | 19 |
| 6. | <u>SB 743: Facilitating Transit-Oriented Development in Southern California</u> | Attachment | | 21 |

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

NOVEMBER 7, 2013

CONSENT CALENDAR - continued

Time Page No.

- | | | | |
|-----|---|------------|----|
| 7. | <u>2016 RTP/SCS Local Input Update</u> | Attachment | 31 |
| 8. | <u>Update on Housing Element Compliance Status from SCAG Jurisdiction</u> | Attachment | 37 |
| 9. | <u>Funding Availability – Urban Waters Small Grants</u> | Attachment | 38 |
| 10. | <u>SCAG’s Compliance with SB 751 (Yee): Meetings: Publication of Action Taken</u> | Attachment | 41 |

CHAIR’S REPORT

(Hon. James A. Johnson, Chair)

STAFF REPORT

(Jonathan Nadler, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

The Energy & Environment (EEC) Committee meeting for December is cancelled.

The Fourth Annual Economic Summit is scheduled for Thursday, December 5, 2013, 9:00 a.m., at the Omni Los Angeles Hotel at California Plaza, 251 S Olive Street, Los Angeles, CA 90012.

All Committee Members are invited to attend.

The next meeting of the EEC Committee is scheduled for Thursday, January 2, 2014, at the SCAG Los Angeles Office.

DATE: November 7, 2013

TO: Energy and Environment Committee (EEC)

FROM: Grieg Asher, Program Manager, 213-236-1869, asher@scag.ca.gov

SUBJECT: Los Angeles Regional Adaptation Planning

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Jonathan Parfrey, Climate Resolve Executive Director, will present an update on climate adaptation efforts in the Los Angeles region.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

Climate Resolve is a non-governmental organization (NGO) based in Los Angeles. Climate Resolve's mission is to make Southern California more livable and prosperous today and for generations to come by inspiring people at home, at work and in government to reduce greenhouse gas pollution and prepare for climate impacts, through the development of collaborations to implement practical regional climate initiatives. Mr. Parfrey will discuss climate adaptation efforts at the Federal, State and Regional levels, as well as potential adaptation strategies for local governments.

FISCAL IMPACT:

None

ATTACHMENT:

None

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Energy and Environment Committee
of the
Southern California Association of Governments
October 3, 2013

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Energy and Environment Committee (EEC) held its meeting at the SCAG Los Angeles Office. There was a quorum.

Members Present

Hon. Lisa Bartlett, Dana Point	TCA
Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Margaret Clark, Rosemead	District 32
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Larry Forester, Signal Hill	GCCOG
Hon. Laura Friedman, Glendale	AVCOG
Hon. Sandra Genis, Costa Mesa	OCCOG
Hon. Ed Graham, Chino Hills	District 10
Hon. James Johnson, Long Beach	District 30
Hon. Linda Krupa, Hemet	WRCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Mike Munzing, Aliso Viejo	District 12
Hon. David Pollock, Moorpark	VCOG
Hon. Carmen Ramirez, Oxnard	District 45
Hon. Lupe Ramos Watson, Indio	District 66
Hon. Deborah Robertson, Rialto	District 8
Hon. Jack Terrazas	Imperial County
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Diane Williams, Rancho Cucamonga	SANBAG
Hon. Edward Wilson, Signal Hill	Gateway Cities

Members Not Present

Hon. Brian Brennan, San Buenaventura	VCOG
Hon. Mitchell Englander, Los Angeles	District 59
Hon. Steve Hernandez, Coachella	CVAG
Hon. Thomas Martin, Maywood	GCCOG
Hon. Sam Pedroza, Claremont	SGVCOG
Hon. Jeffery Prang, West Hollywood	WSCCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. James Johnson, Chair, called the meeting to order at 10:03 a.m.
Hon. Diane Williams lead the EEC in the Pledge of Allegiance

PUBLIC COMMENT PERIOD – No comments

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Item

1. Minutes of the September 12, 2013 Meeting

A MOTION was made (Bertone) to approve the minutes of the September 12, 2013 meeting. The MOTION was SECONDED (Terrazas) and unanimously APPROVED.

INFORMATION ITEMS

2. California Water Plan Update 2013

Kamyar Guivetchi, P.E., Manager, Statewide Water Planning, California Department of Water Resources (DWR), presented information on the development of the draft California Water Plan Update 2013. Detailed information on the Water Plan Update may be obtained at: http://www.waterplan.water.ca.gov/docs/enews/2013/cwp_e-news100213.pdf

3. Bay Delta Conservation Plan (BDCP) Alternative

Doug Obegi, Staff Attorney, Water Program, Natural Resources Defense Council (NRDC), presented information on alternative analysis as part of the BDCP planning process. The alternative analysis includes a new Delta water conveyance, but invests more aggressively in local and regional water supplies. NRDC's approach is to assist the state in developing a cost-effective and environmentally beneficial final BDCP project.

4. Update on Housing Element Compliance Status from SCAG Jurisdictions

Ma'Ayn Johnson, SCAG staff, stated that the Housing Elements for the 5th Planning Cycle must be adopted by the local jurisdictions by October 15, 2013. If it is not submitted to the Department of Housing and Community Development (HCD), the jurisdiction would be required under state law to revert to a four (4) year Housing Element instead of an eight (8) year Housing Element.

A list of housing elements currently under review by HCD is available at: <http://www.hcd.ca.gov/hpd/hrc/plan/he/review.pdf> which also includes jurisdictions that are outside of the SCAG region.

5. Joint Workshop on Southern California Electricity Infrastructure and Reliability Issues

Grieg Asher, SCAG staff, reported that on September 9, 2013 the California Energy Commission and California Public Utilities Commission held a joint workshop on the Preliminary Reliability Plan for the Los Angeles Basin and San Diego to present the joint agency staff a preliminary plan concerning reliability and electricity infrastructure needs resulting from the closure of the San

Onofre Nuclear Generating System. The workshop also reviewed the joint agency staff effort to develop a plan to include both near-term actions as well as long-term infrastructure options.

6. SCAG Local Input Status Update

Jung Seo, SCAG staff, reported that SCAG staff communicated with the region's 197 local jurisdictions and subregional organizations to request its most recent land use information. The process was conducted as the first stage of a Bottom-up Local input process for the 2016 RTP/SCS. For jurisdictions which have yet to submit input to SCAG, staff will continue to receive revisions on the Map Book during the next stage of the Local Input Process. Staff will also provide local planners with GIS training and services necessary to maintain the local jurisdictions' GIS land use database.

CHAIR'S REPORT - No report

STAFF REPORT - No report

FUTURE AGENDA ITEMS - None

ANNOUNCEMENTS

Hon. Larry Forester, Signal Hill, announced that the Los Angeles County Chapter League of California Cities passed a unanimous resolution for support of the 480 cities in the League to be at the table for the upcoming legislative discussion with regard to the two (2) state water bonds. More information can be obtained at <http://www.lacities.org/node/152>

Hon. Sandra Genis, Costa Mesa, noted that the AB 32 Scoping Plan Update has been released for public review and that comments need to be submitted by October 31, 2013. Jonathan Nadler, SCAG staff, clarified that future steps in the development of the Proposed Update including a public workshop on October 15 in Sacramento (which will also be webcast), and a meeting of the Air Resources Board (ARB) at the end of October to hear from all stakeholders and provide further direction to staff on revisions to the discussion draft presentation. Following the October meeting, the draft will be revised and then presented to the Board at its December meeting. The Board is anticipated to consider approval of the update in Spring of 2014. More information may be obtained at <http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>

ADJOURNMENT

Hon. James Johnson adjourned the meeting at 12:00 p.m.

The next meeting of the Energy & Environment Committee will be held on Thursday, November 7, 2013 at the SCAG Los Angeles Office.

Action Minutes Approved by:



Jonathan Nadler, Manager
Compliance & Performance Monitoring

Energy and Environment Committee Attendance Report

2013

Member (including Ex-Officio) LastName, FirstName	Date Appointed if after 1/1/13	Representing	X = County Represented						X = Attended Black Shading = Dark												Total Mtgs Attended
			Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Bartlett, Lisa		OCCOG			X				X	X	X	X		X		X		X			7
Bertone, Denis		SGVCOG		X					X	X	X	X	G	X			X	X			7
Brennan, Brian		VCOG						X					E								
Clark, Margaret		Rosemead		X					X	X	X	X	N	X		X	X	X			8
Ehrenkranz, Jordan		WRCOG				X			X	X			E	X			X	X			5
Englander, Mitchell		Los Angeles		X							X		R								1
Forester, Larry		Gateway Cities		X					X	X	X	X	A	X		X	X	X			8
Friedman, Laura	October	Arroyo Verdugo		X									L					X			1
Genis, Sandra	June	OCCOG			X											X	X	X			3
Graham, Ed		Chino Hills					X		X	X	X	X		X		X		X			7
Hernandez, Steven	Feb.	CVAG					X			X	X	X	A								3
Johnson James		Long Beach		X						X	X	X	S			X		X			5
Krupa, Linda	Feb.	Hemet				X				X			S			X	X	X			4
Martin, Thomas		GCCOG		X					X	X	X	X	E	X		X					6
Mitchell, Judy		SBCCOG		X							X	X	M	X		X	X	X			6
Mojado, Geneva	October	Tribal COG											B								
Munzing, Mike	April	District 12			X						X	X	L	X		X		X			5
Pedroza, Sam		SGVCOG		X					X	X	X	X	Y	X			X				6
Pollock, David		VCOG						X	X	X	X	X		X		X		X			7
Prang, Jeffery		W. Hollywood		X																	
Ramirez, Carmen	April	Oxnard						X						X		X		X			3
Ramos Watson, Lupe		CVAG				X				X				X			X	X			4
Robertson, Deborah	August	District 8					X									X	X	X			3
Sanmarco, Stephen	August	SBCCOG		X																	
Scott, Edward		SANBAG					X														
Terrazas, Jack		Imperial County	X						X	X	X	X		X		X	X	X			8
Viegas Walker, Cheryl		El Centro	X						X	X	X	X		X		X	X	X			8
Williams, Diane		SANBAG					X		X	X	X	X		X		X	X	X			8
Wilson, Edward		Signal Hill		X					X		X	X		X		X	X	X			7
TOTALS			2	12	3	3	5	3													



**ASSOCIATION of
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Community, Economic and
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Margaret Finlay, Duarte

Energy & Environment
James Johnson, Long Beach

Transportation
Keith Millhouse, Ventura County
Transportation Commission

2014 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

**All Regular Meetings are scheduled on the
1st Thursday of each month (except for the month of September*)**

Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

January 2, 2014

February 6, 2014

March 6, 2014

April 3, 2014

**May 1 – 2, 2014
(SCAG 2014 Regional Conference & General Assembly)**

June 5, 2014

DARK IN JULY

August 7, 2014

September 11, 2014*
(Note: League of California Cities Annual Conference in Los Angeles, Sept. 3 – 5)

October 2, 2014

November 6, 2014

December 4, 2014

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DATE: November 7, 2013

TO: Regional Council (RC)
Community, Economic, and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (RC)

FROM: Hasan Ikhata, Executive Director, (213) 236-1944, ikhata@scag.ca.gov

SUBJECT: AB 32 Scoping Plan First Update - Discussion Draft for Public Review and Comment

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File – No Action Required

EXECUTIVE SUMMARY:

On October 1, 2013, the California Air Resources Board (ARB) released the public discussion draft of the required update to the AB 32 Scoping Plan (Update). The draft Update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the initial Scoping Plan. It also evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. A public workshop was hosted by ARB on October 15, 2013. Future steps include a revised draft to be presented to the ARB at its December meeting and consideration of approval of the Update in Spring of 2014.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal #3 (Optimize Organizations Efficiency and Cultivate an Engaged Workforce), Objective c (Define the roles and responsibilities at all levels of the organization).

BACKGROUND:

AB 32 requires the Scoping Plan to be updated every five (5) years. The original Plan, first released in 2008, was developed on the principle that a balanced mix of strategies is the best way to cut emissions and grow California's economy in a clean and sustainable direction. The draft Update continues with the same approach and focuses on three (3) questions:

- How have we done over the past five years?
- What is needed to continue the prescribed course of action to 2020?
- What steps must California now take to meet the state's climate goals beyond 2020?

Specifically, the Update defines ARB's climate change priorities for the next five (5) years and sets the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-2012. In addition to the statutory 2020 emissions target, Executive Order S-3-05 (06/01/2005) and Executive Order B-16-2012 (03/23/2012) establish long-term climate goals for California to reduce greenhouse gas (GHG) emissions to 80 percent below 1990 levels by 2050 (Executive Order B-16-2012 is specific to the transportation sector).

California's strategy to meet the goals of AB 32 is based on the continued implementation of adopted actions including Advanced Clean Cars; the 33% Renewables Portfolio Standard; statewide energy-efficiency initiatives; Cap-and-Trade; the Low Carbon Fuel Standard; and other programs. They are designed to achieve significant reductions of greenhouse gases in every sector of California's economy through improved energy efficiency and will provide consumers with cleaner fuel choices.

An important highlight of the draft Scoping Plan Update is the recommendation of a midterm 2030 AB 32 target be adopted to guide ongoing and future policy decisions and provide a clear market signal for continued investment in low-carbon technologies. A 2030 target was not in the original Scoping Plan or in the Executive Orders. The draft Update indicates that the State needs to help regions implement their Sustainable Communities Strategies (SCSs) and achieve the 2035 target emission reductions. It also says continued improvement in land use and transportation planning is necessary to meet the 2050 goal, but it does not change the regional SB375 targets or sets targets past 2035.

The draft Update recognizes the work Metropolitan Planning Organizations have done with the Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), and includes a recommendation for the transportation and land use sectors to "support regional planning, local leadership, and implementation of adopted SCSs to help ensure that the expected GHG reductions are achieved."

Further, the Update indicates that technology will be a major strategy to reduce emissions from the transportation sector. The draft Update indicates that changing California's current transportation sector to one dominated by zero-emission vehicles, powered by electricity and hydrogen, is essential to meeting federal air quality standards and long-term climate goals, and seeks to dramatically improve vehicle energy efficiency, widespread electrification of on-road vehicles, and development of low carbon liquid fuels.

A public workshop regarding the Update was held on October 15, 2013. Future steps include a revised draft to be presented to the ARB at its December meeting and consideration of its approval in spring of 2014.

The discussion draft Scoping Plan may be accessed on-line at:
http://www.arb.ca.gov/cc/scopingplan/2013_update/discussion_draft.pdf

FISCAL IMPACT:

Activities related to AB 32 are included in the SCAG budget under 020.SCG00161.04 and 065.SCG02663.02.

ATTACHMENT:

AB 32 Update Discussion Draft – Executive Summary

**Climate Change Scoping Plan
First Update**

Discussion Draft for Public Review and Comment

October 2013

Pursuant to AB 32
The California Global Warming Solutions Act of 2006

Prepared by: California Air
Resources Board for the State
of California

Edmund G. Brown, Jr.
Governor

Matt Rodriquez
Secretary, California Environmental Protection Agency

Mary D. Nichols
Chairman, Air Resources Board

Richard W. Corey
Executive Officer, Air Resources Board

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Appendices

Appendix A: AB 32 Text

Appendix B: CEQA Environmental Assessment (under development and will be in final report)

Appendix C: Status of Scoping Plan Measures (under development and will be in final report)

Appendix D: Focus Group White Papers (under development and will be in final report)

Appendix E: AB 32 Environmental Justice Advisory Committee Initial Recommendations to Inform Development of the 2013 Update to the AB 32 Scoping Plan, August 6, 2013

EXECUTIVE SUMMARY

This document is the draft Update to the initial Scoping Plan, which was built on the principle that a balanced mix of strategies is the best way to cut emissions and grow the economy in a clean and sustainable direction. This Update, required by AB 32, the California Global Warming Solutions Act of 2006, continues with that approach and focuses on three key questions: How have we done over the past five years? What is needed to continue the prescribed course of action to 2020? And what steps must we take in the coming years to continue cutting emissions and growing the economy to meet our long-term climate goals?

California's plan for reducing emissions is comprised of strategies to encourage efficiency in the use of energy and resources, decarbonize our energy and fuel supply, and reduce our demand for greenhouse gas (GHG) emissions-intensive goods. This Update builds upon the initial Scoping Plan with new strategies and expanded measures. The Update identifies opportunities to leverage existing and new funds to drive GHG emission reductions through strategic planning and targeted program investments.

This Update was developed by ARB in collaboration with the Climate Action Team and reflects the input and expertise of a range of state and local government agencies. The Update also reflects public input and recommendations from business, environmental, environmental justice, and community-based organizations. This draft initially will be presented to the Air Resources Board at its October 2013 public meeting.

Progress to Date: A Transformation Under Way

California is on track to meet the goals of AB 32, which envisioned a more efficient California with a vibrant clean economy and attractive investment opportunities. To this end, the State has implemented a comprehensive suite of strategies across sectors that are moving California toward a clean energy future.

Cleaner and More Efficient Energy

California has made tremendous strides in harnessing its abundant renewable energy resources. Currently, about 23 percent of the State's electricity comes from renewable resources. This will increase to at least 33 percent by 2020 under new requirements set in place by Governor Brown in 2011. Renewable energy is rapidly coming down in cost and is already cost-effective in California for millions of homes and businesses, and in certain utility applications. Once thought of as exotic and alternative, renewable energy technologies have now become an integral part of California's energy mix.

California also continues to be a global leader in energy efficiency. Since energy efficiency efforts began 40 years ago, Californians have saved \$74 billion in reduced electricity costs. New green building standards now in effect for homes and businesses, and new standards for appliances, are also continuing to drive ever-greater efficiency

Executive Summary

gains. For example, over the next 10 years more efficient televisions and other “plug loads” will save enough energy to power more than one million homes.

Cleaner Transportation

California has taken a number of innovative actions to cut emissions from the transportation sector.

California’s Low Carbon Fuel Standard (LCFS) is beginning to drive the production of a broad array of cleaner fuels. Since its launch in 2011, the regulation has generated a multitude of unique approaches for cleaner fuels. The LCFS has helped to displace 2 billion gallons of gasoline and diesel; the equivalent of taking half a million vehicles off the road. Companies in California and elsewhere are rising to the challenge by finding innovative ways to produce cleaner, low carbon fuels.

The cars on California’s roads are also undergoing a transformation. California’s first GHG vehicle standards, adopted in 2004, are delivering both carbon dioxide (CO₂) reductions and savings at the pump. Now the federal GHG emissions standard, California’s policies paved the way to deliver these benefits nationwide. The transition to a fleet of lower-emitting, more-efficient vehicles in California will continue beyond 2020 as the result of a package of advanced clean car regulations adopted by ARB in 2012, covering model years 2017–2025. These regulations will ultimately drive down GHG emissions by about half, compared to today’s average vehicle.

California’s pioneering zero emission vehicle (ZEV) regulation is also driving a transformation of the fleet. As a result of ARB’s 2012 ZEV program and Governor Brown’s Executive Order B-16-12, California will see 1.5 million zero emission vehicles on the state’s roads by 2025. Each day, more and more zero emission vehicles and cleaner, more efficient cars are driving on our streets and highways—visible signs of the transformation of California’s transportation sector.

California is also making major strides toward reducing the number of miles vehicles are driven, through more sustainable transportation, land use, and housing planning. The state is leading those efforts with programs and plans that encourage a change in land use patterns and a shift to cleaner modes of transportation, including expanded transit, passenger rail, and high-speed rail service. To date, seven Metropolitan Planning Organizations have adopted Sustainable Community Strategies. In addition to helping drive GHG reductions, these plans will help create more livable communities that offer greater housing and transportation options; improved access to resources and services; safer, more vibrant neighborhoods; and healthier lifestyles where people can live, work, and play without having to get into a car.

Cap-and-Trade Program

Last year, California successfully launched the most comprehensive Cap-and-Trade Program in the world. As the cap is gradually reduced over time, this program will play a key role in ensuring that California remains on track to meet its 2020 reduction target,

and will play an important role in achieving cost-effective reductions beyond 2020. The program is also sending a clear signal to California businesses that investment in clean, low carbon technologies will be rewarded.

In 2014, California will link its Cap-and-Trade Program with Québec's. By demonstrating one way to link cap-and-trade programs and increase opportunities for emission reductions, this linkage will represent another important step in California's efforts to collaborate with other partners to address climate change.

Facing the Future

Despite the progress CA has made, it is clearer than ever that additional action to cut greenhouse gas emissions is needed. Scientific evidence indicates that global emissions must be reduced 80 percent below 1990 levels by 2050 to achieve climate stabilization. Reaching this goal will require California to accelerate the pace of emission reductions that we achieve over the coming decades.

A midterm target should be adopted that will drive continued progress toward meeting the 2050 goal. A target that reflects the scientifically-based level of emission reductions the state needs to achieve by 2030 will help guide ongoing and future policy decisions and provide a clear market signal for continued investment in low-carbon technologies.

The actions we have already taken provide a solid foundation to build from. However, reaching our longer-term targets will require continued commitment to changing how we generate, transmit, and consume electricity; how we transport people and goods throughout our state; how we plan, design, and build our communities; the way we use water, energy, and other resources in our homes, businesses, and industries; and how we manage and protect our natural and working lands.

As we continue this transformation, we must work to ensure our efforts simultaneously support a healthy economy, improve air quality, and protect and improve public health—especially for our most vulnerable communities. And we must do so in the face of a growing population, while simultaneously adapting to the climate change impacts we are already facing. This will require careful coordination among policymakers at all levels of government.

Meeting these challenges will not be easy, but failing to continue on the current path to reduce emissions will have grave consequences. Increasingly dangerous heat waves, more frequent and prolonged drought, diminished snowpack, continued sea level rise, extreme wildfires—and the devastating economic impacts associated with these changes—are some of the realities California will continue to face from unchecked climate change.

While California is working aggressively to reduce its GHG emissions, we recognize that climate change is a global problem with global impacts. The reality is that California alone cannot effectively avert the impacts of global climate change. California will need

to continue to be a global leader in addressing climate change, helping drive critically needed actions in other states, provinces, and nations around the world.

Meeting the Challenge Ahead

This Update charts the path that California must continue to take in a number of key sectors to steadily drive down GHG emissions as we approach 2020 and begin to look further into the future.

The sectors highlighted in this Update comprise the majority of California's economy. Each sector provides unique opportunities to achieve emission reductions while achieving long-term economic and environmental sustainability. Important interconnections among the sectors exist and can be seized upon to produce synergistic approaches to cutting emissions.

Energy

California's energy sector is responsible for about 40 percent of the GHG inventory. California has already identified numerous opportunities to reduce emissions in this sector, through efficiency, decarbonization, and conservation. The Update details a strategy to continue efficiency improvements through new small appliance standards; increased use of renewable electricity generation; increased distributed efficient generation sources, including expanded combined heat and power (CHP) generation; and a commitment to zero net energy homes and commercial buildings.

Looking beyond 2020, California will need to continue to transform the energy sector with wholesale changes to its current electricity and natural gas systems. Developing a near zero emission strategy for the energy sector will require efficient next-generation technology; vast new low carbon generation resources; a robust transmission and distribution infrastructure; and carbon capture, utilization, and sequestration for the remaining fossil generation.

Transportation, Land Use, Fuels, and Infrastructure

The transportation sector is the largest source of GHG emissions in California. It is also the primary source of smog-forming and toxic air pollution. Changing California's transportation sector to one dominated by zero emission vehicles, powered by electricity and hydrogen, is essential to meeting federal air quality standards and long-term climate goals. Achieving the 2050 target will require dramatically improving vehicle energy efficiency, widespread electrification of on-road vehicles, development of low carbon liquid fuels, and smarter, more integrated land use planning and development.

Agriculture

The agriculture sector is a key economic driver for California. The state provides food to support local, national, and global populations. There are a range of opportunities to achieve emission reductions in the sector in ways that will enhance the long-term sustainability of the state's valuable agricultural resources. To provide a foundation for

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taking action to cut emissions in the agriculture sector, it will be necessary to develop a comprehensive plan that identifies potential reduction goals, emission reduction and sequestration opportunities, and needs for additional research and incentives.

Water

As the lifeblood of our state, water serves a range of critical purposes in California. To ensure this precious resource is managed as effectively as possible, the state needs to employ a range of creative approaches that will cut GHG emissions, maximize efficiency and conservation, and enhance water quality and supply reliability, while also addressing growing climate adaptation needs.

A greater focus on integrated policy design in the water sector is needed as California implements strategies that will support our state's longer-term climate goals. State policy and regulatory frameworks must be developed that allow for and incentivize effective regional integrated planning and implementation. Pricing policies will also need to be utilized to maximize efficiency and conservation efforts in the water sector.

Waste

California's goal of reaching 75 percent recycling and composting by 2020 provides an opportunity to achieve substantial GHG reductions across the waste sector, while providing other significant economic and environmental co-benefits. Much of what is traditionally considered "waste" can be a resource for other uses. California must take advantage of waste materials to generate energy to power our homes and cars, and to improve our working lands.

The primary source of GHG emissions from the waste sector is the direct emission of methane from the decomposition of organic material in landfills. The waste sector plan will provide a new organics management approach for California that will divert this material to minimize emissions at landfills and provide feedstock for critically needed alternatives to agricultural amendments and for low carbon fuel manufacturing.

Achieving the 75 percent goal will require substantial growth in the collection, recycling, and manufacturing industries within California. This Update sets forth a series of actions to support this industrial growth, including the State's procurement of recycled-content products, and calls on California to manage its waste at home. Developing this industry here helps ensure that the GHG emission reductions, environmental co-benefits, and job growth all benefit California.

Natural and Working Lands

Three-quarters of California's landmass is comprised of natural and working lands, such as forests, rangelands, and wetlands. These lands provide a multitude of economic and environmental benefits. They will also play an increasingly important role in California's efforts to prepare for and adapt to the impacts of climate change.

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California needs a comprehensive strategy to protect, manage, and conserve these lands in ways that maximize opportunities to achieve GHG reductions and carbon sequestration. A “Forest Carbon Plan” should be developed to describe the actions necessary to ensure that California’s forests are managed to optimize emission reduction and sequestration opportunities.

Short-lived Climate Pollutants

Over the past several decades, California’s actions to improve air quality and protect public health have resulted in significant reductions in short-lived climate pollutants (SLCP) like black carbon, methane, and hydrofluorocarbons. Though these pollutants remain in the atmosphere for relatively short lifetimes compared to carbon dioxide, they have an outsized contribution to warming relative to their concentrations and are key ingredients in the formation harmful air contaminants. In addition to furthering goals to protect public health, actions to cut SLCPs can deliver immediate benefits to California’s climate.

California needs to build on its progress of reducing SLCPs by taking a comprehensive approach to further cutting these emissions, particularly where efforts will result in air quality and public health co-benefits. In addition to pursuing existing strategies already under way, ARB will develop a short-lived climate pollutant strategy by 2016 that will include an inventory of sources and emissions, the identification of research gaps, and a plan for developing necessary control measures.

Courage, Creativity, and Boldness

Climate change has presented us with unprecedented challenges—challenges that cannot be met with traditional ways of thinking or conventional solutions. As Governor Brown has recognized, meeting the challenge of climate change will require “courage, creativity, and boldness.” It will require California to continue to lead the world in pioneering bold and creative strategies to create a cleaner, more sustainable economy. It will depend on continuing to partner and collaborate with other state, national, and global leaders as we work toward common goals. And it will require the engagement of California’s citizens in creating and supporting low carbon, high-quality lifestyles.

We are on the right path. Our actions are driving down GHG emissions; spurring innovation across a range of clean and advanced technology sectors; improving the air Californians breathe; and creating more livable communities. By continuing down this path, California will do its part to meet the challenge of global climate change, and in the process, continue to build the clean, sustainable future all Californians deserve.

DATE: November 7, 2013

TO: Executive/Administration Committee (EAC)
Regional Council (RC)
Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Huasha Liu, Director of Land Use and Environmental Planning, (213) 236-1838

SUBJECT: Panel Discussion Regarding Climate Change

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

At the request of the Regional Council members, SCAG invited a panel of speakers to present and discuss a wide range of views on global climate change and associated policy responses. This discussion is prompted by the recent release of the United Nations International Panel on Climate Change (IPCC) Fifth Assessment Report, which was released on September 26, 2013 in Stockholm, Sweden. The Joint Regional Council and Policy Committees' meeting will begin at 10:30 AM.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goals

BACKGROUND:

On September 26, 2013 the IPCC released its Fifth Assessment Report on climate change concluding that the warming of the earth's climate is unequivocal and that human influence on warming is clear. At the same time, the State of California has clearly established policies related to climate change including AB 32 passed in 2006 and SB 375 passed in 2008 which creates direct requirements and responsibilities for SCAG to incorporate climate change considerations in transportation planning. The California Air Resources Board has recently released a draft AB 32 Scoping Plan Update which delineates the State's greenhouse gas emission reduction program by emitting sectors.

These recent actions have prompted interest and discussion on broad scientific and policy issues related to climate change. At the request of Regional Council members, SCAG has sought and invited speakers to present a broad range of viewpoints on the subject matter. The joint meeting of the Regional Council and Policy Committees will feature a panel discussion, followed by a brief question and answer period by the following speakers:

- **Dr. Louise Bedsworth, Governor's Office of Planning and Research:** Louise Bedsworth is the Deputy Director of the Governor's Office of Planning and Research (OPR). Prior to joining OPR in 2011, she was a Research Fellow at the Public Policy Institute of California where she focused on climate action at the local level; adaptation to

climate change; and transportation and air quality. She has also held positions at the Union of Concerned Scientists, Redefining Progress, and the International Institute for Applied Systems Analysis. Dr. Bedsworth served on the Advisory Council for the Bay Area Air Quality Management District from 2003 through 2011. She holds a BS in Earth, Atmospheric and Planetary Sciences from MIT; an MS in Environmental Engineering; and a PhD in Energy and Resources from UC Berkeley.

- **Warren Duffy, Founder, Duffy and Company:** A radio broadcaster and author. He has written a book *The Green Tsunami: A Tidal Wave of Eco-Babble Drowning Us All* and several articles on the subject of climate change, seeking to educate the public that the current environmental policies and programs can create negative economic impacts for California. Mr. Duffy and his wife formed two foundations focused on California-specific climate change policy issues - CFACTSoCal and Friends for Saving California Jobs. Mr. Duffy travels and speaks extensively on the topic.
- **Dr. Robert Lempert of the Rand Corporation:** A senior scientist at the RAND Corporation and Director of the Frederick S. Pardee Center for Longer Range Global Policy and the Future Human Condition. His research focuses on risk management and decision-making under conditions of deep uncertainty, with an emphasis on climate change, energy, and the environment. His research group assists agencies including the U.S. Bureau of Reclamation, the California Department of Water Resources, the Metropolitan Water District of Southern California, the Coastal Protection and Restoration Authority of Louisiana, and the World Bank incorporate climate change in their resource management plans. Dr. Lempert is a Fellow of the American Physical Society, a member of the Council on Foreign Relations, a lead author for Working Group II of the United Nation's Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report, and a member of numerous study panels for the U.S. National Academies, including the Transportation Research Board's *Climate Change and U.S. Transportation*, and the National Research Council studies *America's Climate Choices* and *Informing Decisions in a Changing Climate*. Dr. Lempert was the Inaugural EADS Distinguished Visitor in Energy and Environment at the American Academy in Berlin. A Professor of Policy Analysis in the Pardee RAND Graduate School, Dr. Lempert is an author of the book *Shaping the Next One Hundred Years: New Methods for Quantitative, Longer-Term Policy Analysis*.

FISCAL IMPACT:

The costs to facilitate this panel discussion are included in the FY 13-14 OWP Budget.

ATTACHMENT:

[Presentations from guest speakers to be distributed under separate cover.]

DATE: November 7, 2013

TO: Community, Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)

FROM: Ping Chang, Program Manager; chang@scag.ca.gov; (213) 236-1839

SUBJECT: SB 743: Facilitating Transit-Oriented Development in Southern California

EXECUTIVE DIRECTOR'S APPROVAL: _____

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

As reported at the September RC meeting and in the Legislative Update, Senate Bill (SB) 743 (Steinberg), recently signed into law by Governor Jerry Brown on September 27, 2013, provides opportunities for California Environmental Quality Act (CEQA) exemption and streamlining to facilitate transit-oriented development. Since that time, staff has prepared additional analysis as to the impacts to the SCAG region. Specifically, SB 743 applies to certain types of projects within transit priority areas that could benefit from a CEQA exemption if it is also consistent with an adopted specific plan and the regional Sustainable Communities Strategy. In addition, aesthetic and parking impacts of certain infill projects within a transit priority area shall not be considered significant impacts on the environment. The State Office of Planning and Research (OPR) is required to develop guidelines for streamlined CEQA analysis for transportation impacts of projects within transit priority areas (draft by July 1, 2014). Finally, SB 743 also provides congestion management plan relief for a larger infill opportunity zone.

STRATEGIC PLAN:

This item supports the Strategic Plan, particularly Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

As reported at the September RC meeting and in the Legislative Update, Senate Bill (SB) 743 (Steinberg), recently signed into law by Governor Jerry Brown on September 27, 2013, provides opportunities for California Environmental Quality Act (CEQA) exemption and streamlining to facilitate transit-oriented development. While SB 743's primary objective is to provide judicial streamlining under CEQA for the proposed Sacramento Kings' sports center, the final bill includes some important statewide CEQA exemption and streamlining provisions for transit-oriented development projects. This report focuses on the statewide provisions portion of the bill and their implications for the SCAG region. It will also compare SB 743 (Steinberg) and SB 375 (Steinberg) in CEQA streamlining provisions as applicable. It is important to note that SB 743 provides additional opportunities for CEQA streamlining beyond what is already contained in SB 375.

Definition and Characteristics of Transit Priority Areas within the SCAG Region

SB 743 focuses the CEQA exemption and other streamlining opportunities in areas with good transit access, i.e. Transit Priority Areas (TPAs). A “TPA” means that an area within one-half mile of a major transit stop that is either existing or planned. (A “major transit stop” means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.) For a planned major transit stop, it needs to be scheduled for completion within the planning horizon included in a Transportation Improvement Program for an adopted State Transportation Improvement Program (STIP) or Regional Transportation Plan (RTP). A TPA is a subset of the High Quality Transit Area in the 2012 RTP/SCS excluding the one-half mile buffer area along the high quality transit corridors (which are corridors with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours).

Within the SCAG region, an estimated 29% of the total population and 41% of the total employment in 2012 were within TPAs located in five of the six counties (see Table 1 below). Due to the extensive Metro-rail system and high quality bus network in Los Angeles County, 44% of the county’s population and 58% of the county’s employment are within TPAs.

Table 1: Estimated Population and Employment Share within Transit Priority Areas

	Existing (2012)	
County	Population*	Employment*
Los Angeles	44%	58%
Orange	19%	26%
Riverside	3%	11%
San Bernardino	8%	16%
Ventura	6%	13%
SCAG Region	29%	41%

*Share of the county or region total

The attachment includes a draft map of TPAs based on the existing (2012) major transit stops. With implementation of the 2012 RTP/SCS, SCAG staff’s initial estimate indicates an approximate two-percentage point increase of the share of the region’s population (31%) and employment (43%) respectively that will be located in the TPAs by 2035.

CEQA Exemption Opportunities within Transit Priority Areas

For projects proposed within a TPA, SB 743 provides full CEQA exemption opportunities if a project meets the following three conditions (unless there are substantial changes in the project(s) in the specific plan referred below or specific plan itself or the circumstances or new material information triggering additional environmental review):

- The project needs to be residential, mixed-use development or the defined employment center (i.e., zoned for commercial use with a floor area ratio of 0.75 or higher);
- The project will implement and is consistent with a specific plan for which an environmental impact report has been certified; and
- The project is consistent with the general use designation, density, building intensity and applicable policies specified for the project area in either an adopted MPO regional sustainable communities strategy or alternative planning strategy, which has been accepted by the State Air Resources Board.

Prior to SB 743, projects within a TPA had to meet specific requirements on project density and use requirements for residential and mix-use residential projects per SB 375. SB 743 expands the project type to also include an employment center. In addition, SB 743 elevates the significance of specific plans which are very detailed plans implementing a general plan's broader goals and policies in a specific location and often for specific uses. SCAG staff has begun to collect information about specific plans in the region.

Other CEQA Streamlining Opportunities within Transit Opportunity Areas

While infill development provides multiple regional benefits (e.g., improve region-wide congestion and air quality), they may exacerbate the already congested local roadways. Current CEQA requirements rely on levels of service (LOS) methodology to analyze transportation impacts. SB 743 provides a rationale for the need of a new CEQA methodology for transportation impact analysis for which the current practice is auto centric. SB 743 also establishes the principles of the new methodology which should appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG. These principles are consistent with the goals and policies of SCAG 2012 RTP/SCS.

While SB 743 does not include the substantive specifics of the new methodology, it directs OPR to establish criteria for determining the significance of transportation impacts of projects within TPAs, using alternative metrics for traffic level of service. The criteria shall promote the reduction of greenhouse gas emissions; the development of multimodal transportation networks; and a diversity of land uses. OPR may also establish alternative metrics to the metrics used for traffic LOS for transportation impacts outside TPAs, and the alternative metrics may retain traffic LOS, where deemed appropriate by OPR. Finally, OPR is required to circulate draft provisions by July 1, 2014. In addition, aesthetic and parking impacts of infill projects (residential, mixed-use residential, or employment center) within a TPA shall not be considered significant impacts on the environment.

Finally, it is noted that the streamlining provisions do not relieve a public agency of the requirement to analyze a project's potentially significant transportation impacts related to air quality, noise, safety, or any other impact associated with transportation. The methodology established by these guidelines shall not create a presumption that a project will not result in significant impacts related to air quality, noise, safety, or any other impacts associated with transportation.

Congestion Management Plan Relief Opportunities within the Infill Opportunity Zone

SB 743 redefines Infill Opportunity Zone to align with SB 375. Specifically, the infill opportunity zone will include the TPA plus the half-mile buffer of high quality transit corridors. This new definition of infill

REPORT

opportunity zone is also the same as the definition of High Quality Transit Area in the SCAG 2012 RTP/SCS.

SB 743 allows the re-designation of Infill Opportunity Zone by local jurisdiction (city, county, or both). It repeals the previous termination of an Infill Opportunity Zone designation if no development project is completed within that zone within four years from the date of the designation. Local jurisdictions may initiate the designation by adopting a resolution after making a conformity determination with SB 743's Infill Opportunity Zone definition.

With the redefined infill opportunity zone, SB 743 also extends a provision to exempt streets and highways in an infill opportunity zone from the LOS standards, and instead requires alternate level of service standards to be applied. This will make it easier for cities and counties to develop areas within the infill opportunity zone, even if there is an impact on LOS.

SCAG staff will review the above analysis with SCAG's Global Land Use and Economic Council (GLUE) at their November 11th meeting for comments. SCAG staff will also review the above review the above analysis with SCAG's CEO Sustainability Working Group at their next meeting for comments and report back to the CEHD, EEC and TC committee as needed.

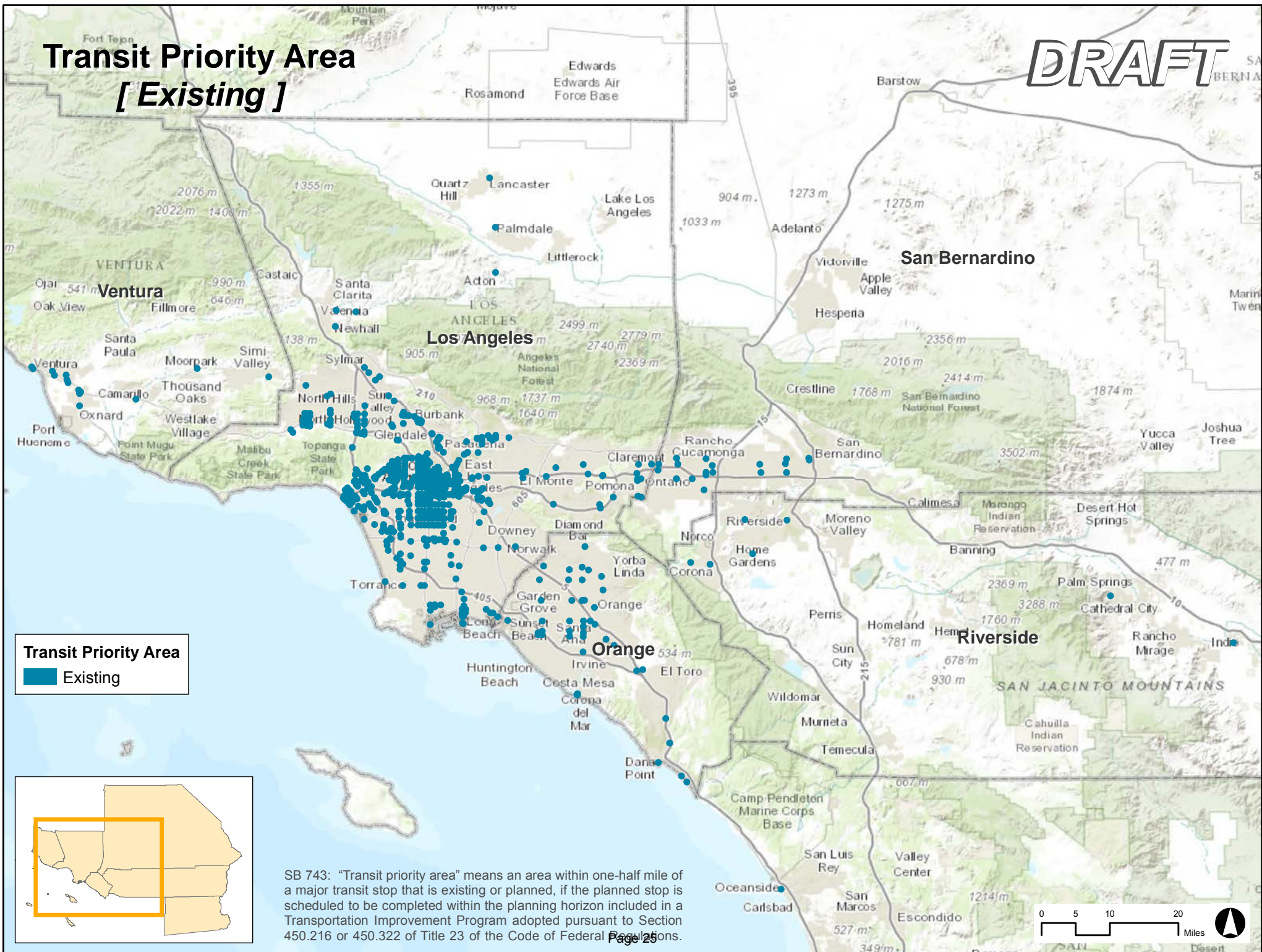
FISCAL IMPACT: Staff activities related to the implementation of SB 743 are included in FY 2013-14 Overall Work Program under 080.SCG153.06.

ATTACHMENT:

Draft Regional and County Maps of Existing (2012) Transit Priority Areas in the SCAG region pursuant to SB 743

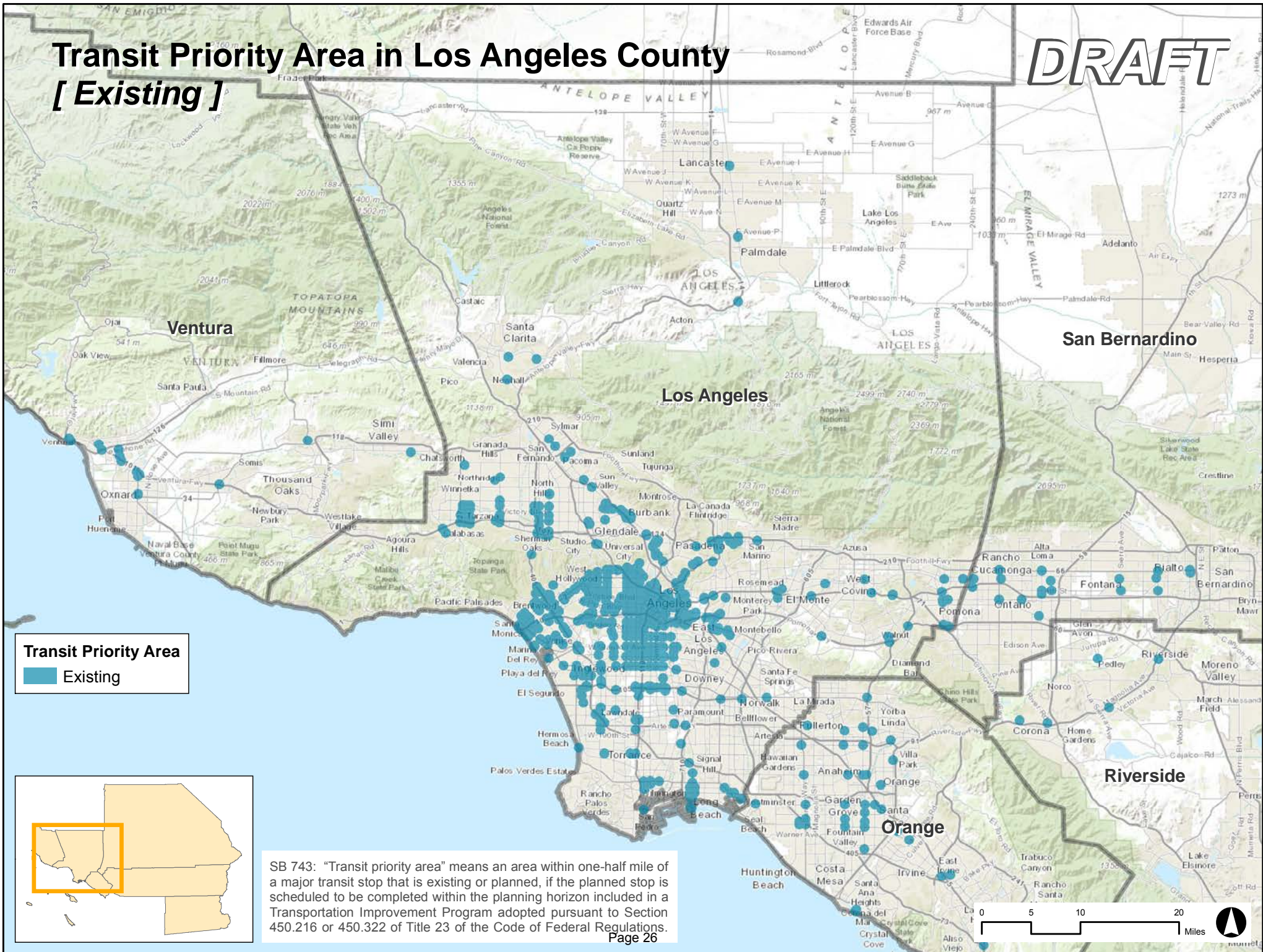
Transit Priority Area [Existing]

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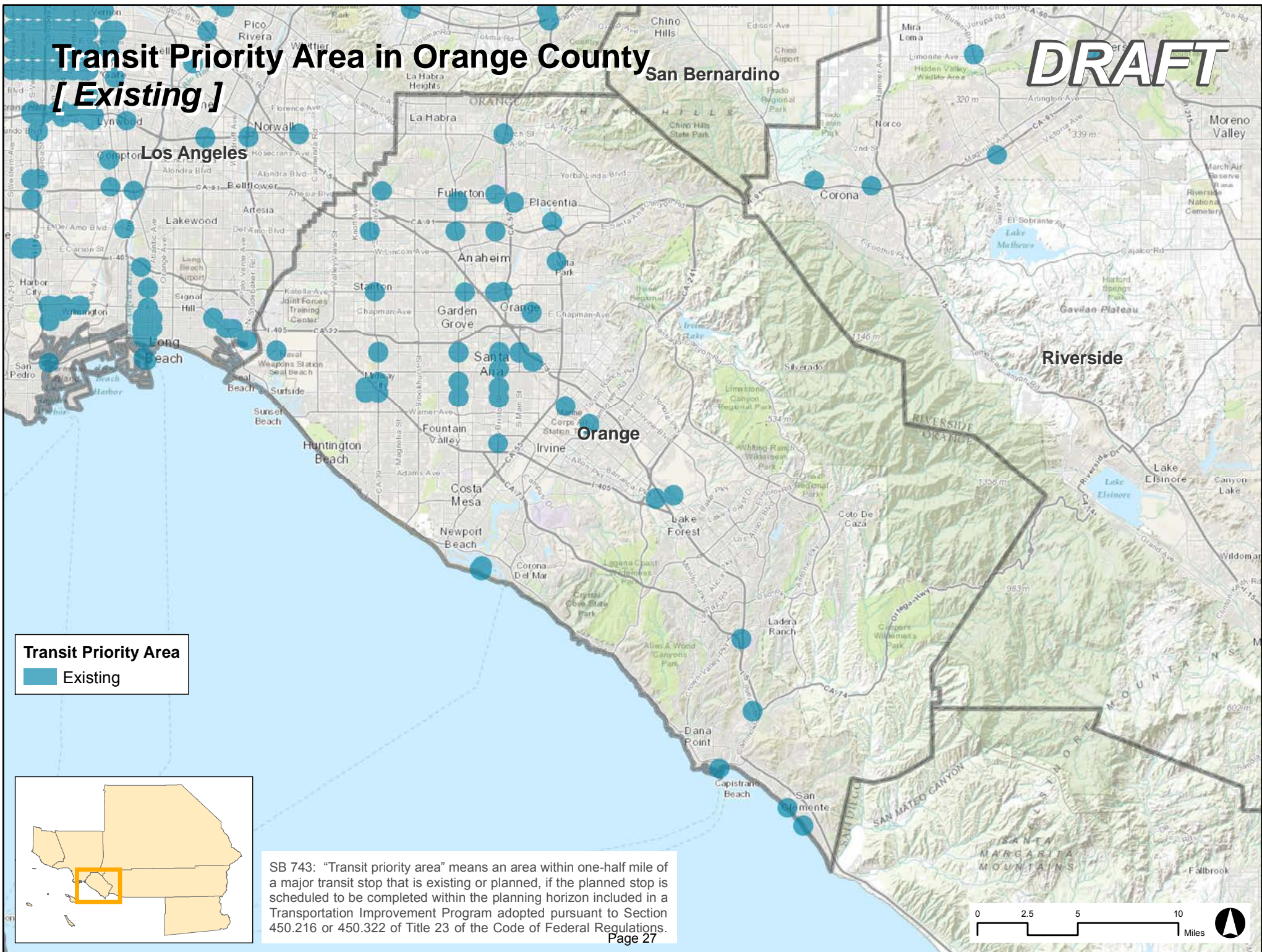
Transit Priority Area in Los Angeles County [Existing]

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Transit Priority Area in Orange County [Existing]

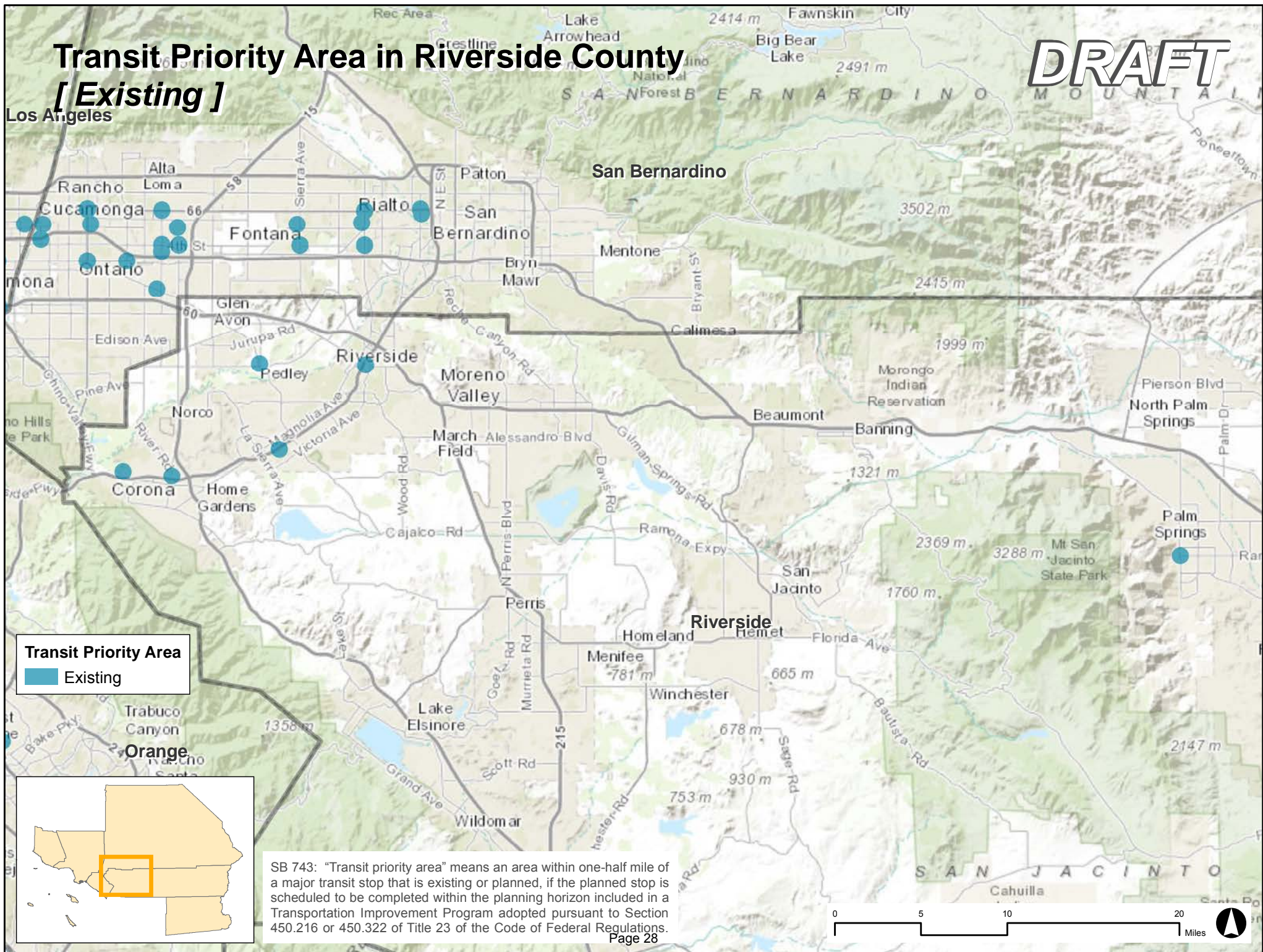
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SB 743: "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.
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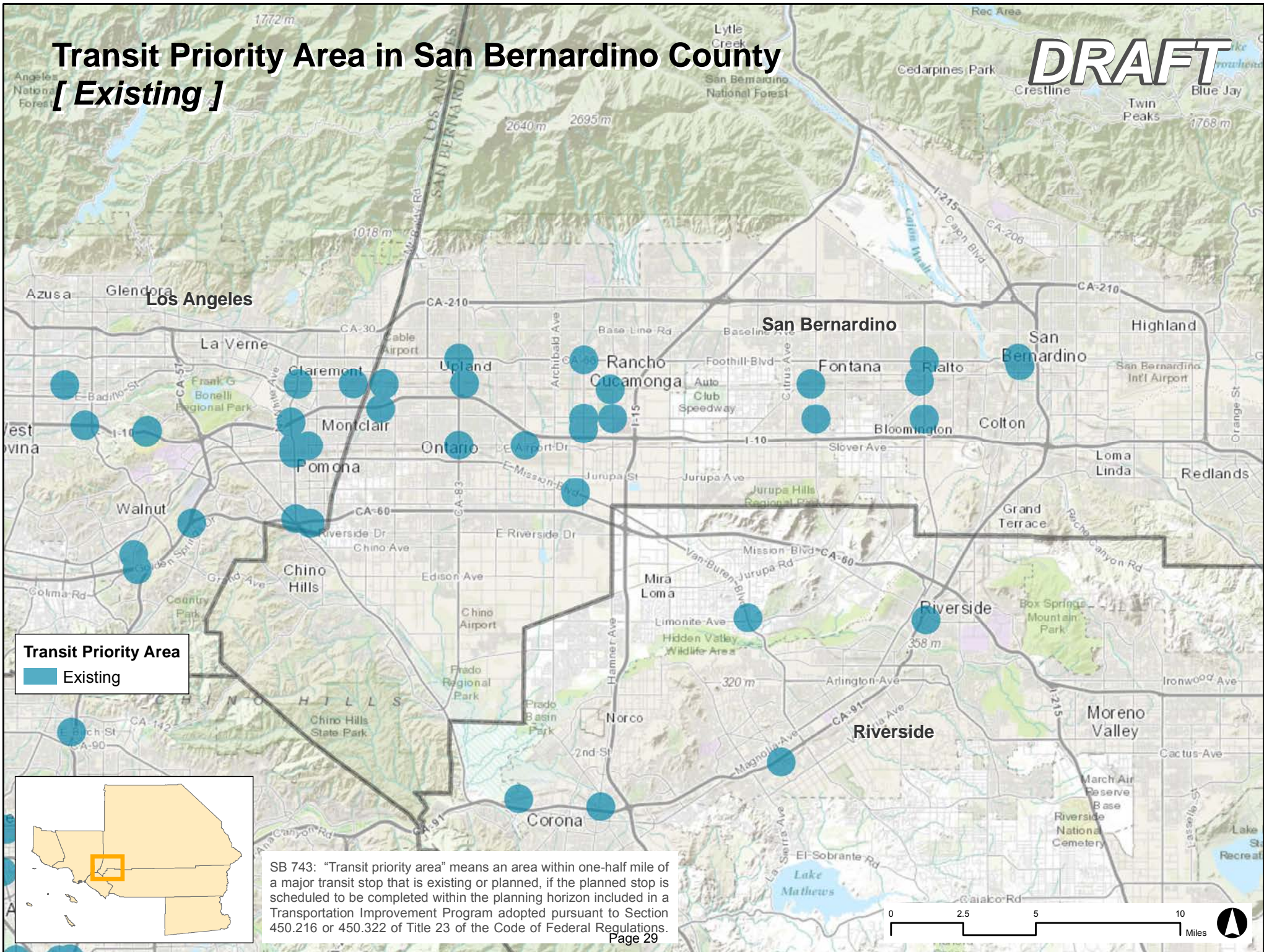
Transit Priority Area in Riverside County [Existing]

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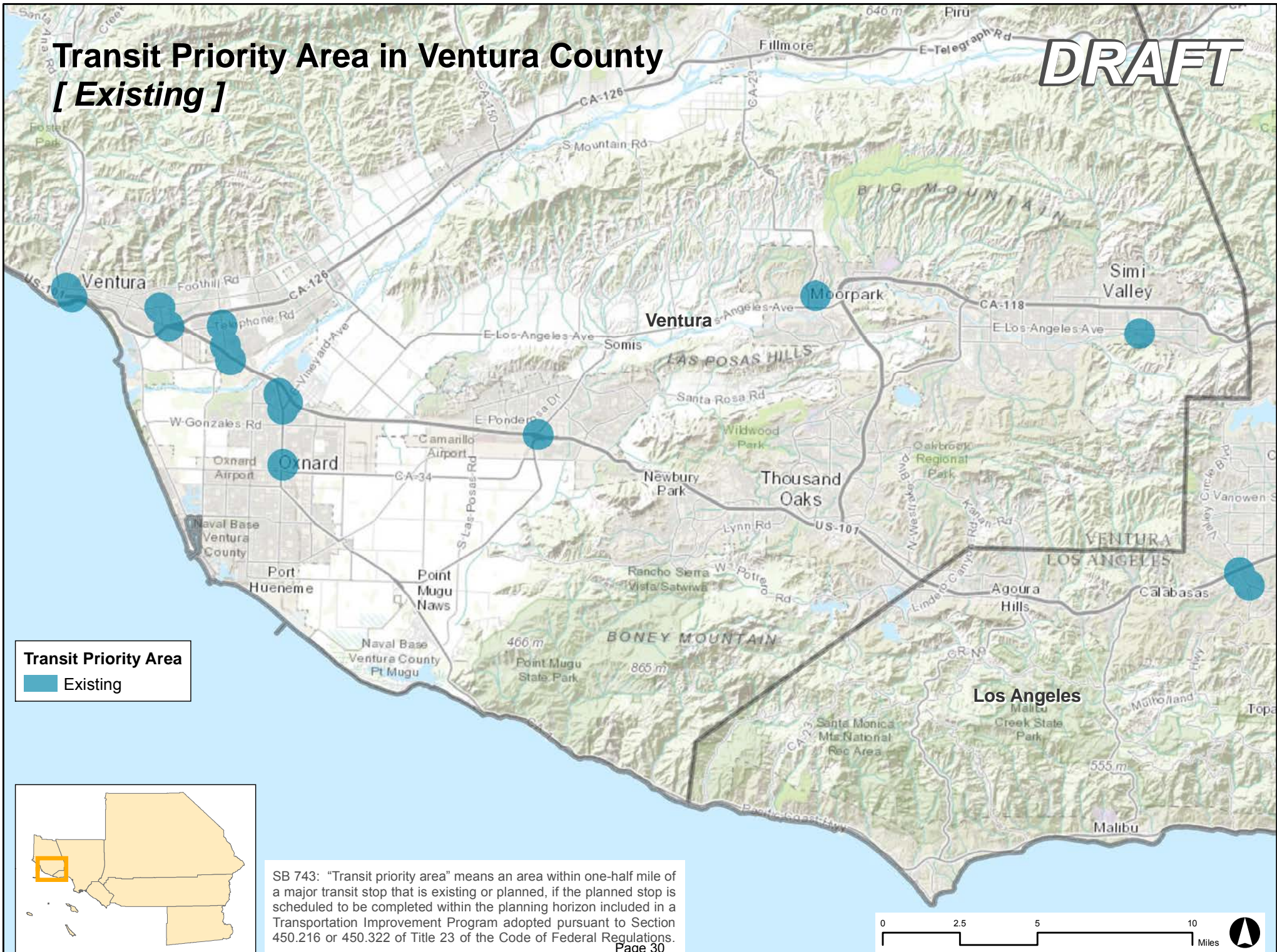
Transit Priority Area in San Bernardino County [Existing]

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Transit Priority Area in Ventura County [Existing]

DRAFT



DATE: November 7, 2013

TO: Community, Economic, and Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)

FROM: Jung Seo, Senior Regional Planner, 213-236-1861, seo@scag.ca.gov

SUBJECT: 2016 RTP/SCS Local Input Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

SCAG staff will provide the final status report on land use input and Map Book review received from local jurisdictions during Stage 1 of the Local Input Process for the development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS).

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective c: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

BACKGROUND:

SCAG has worked with local jurisdictions to update its land use database as the first stage of a bottom-up local input process for the 2016 RTP/SCS. Beginning in March 2013, staff communicated with 197 local jurisdictions and coordinated with each subregional organization to request the most recent land use information to ensure accuracy of the land use information which will be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. This data was integrated into SCAG's land use database and was published along with other geographic data such as existing land use, openspace, farmland, and other resource data into an individual draft Map Book for each city and county in the region. On August 9, 2013, this information was sent to each jurisdiction's planning director and city manager for their review and input was requested to be submitted to SCAG by September 13, 2013. This stage of land use data collection and review (i.e., Stage 1) is also introduced and highlighted in the September 12, 2013 CEHD agenda report, Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016 RTP/SCS.

With collaborative support of local jurisdictions and subregional organizations, SCAG staff received general plan land use input from 160 local jurisdictions and Map Book input from 49 local jurisdictions. SCAG staff will continue to reach out to the remaining local jurisdictions to collect the local input and to confirm SCAG staff's land use updates during Stage 2 of the process. SCAG staff will also provide local planners with GIS training and other GIS services necessary to maintain the local jurisdictions' GIS land use database.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2013-14 Overall Work Program under 045.SCG00694.01 GIS Development and Applications and 045.SCG00694.03 Professional GIS Services Program Support.

ATTACHMENT:

Status for Stage 1 of Local Input Process as of October 28, 2013

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTIONS IN SUBREGION	LAND USE INPUT RECEIVED ¹	INPUT RECEIVED ¹ (%)	MAP BOOK INPUT RECEIVED ²	INPUT RECEIVED ² (%)	STAGE 1 LOCAL INPUT PROCESS COMPLETED ³	INPUT COMPLETED ³ (%)
Imperial	ICTC*	8	8	100%	4	50%	4	50%
Los Angeles	Arroyo Verdugo	3	3	100%	0	0%	0	0%
Los Angeles	City of Los Angeles*	3	2	67%	1	33%	1	33%
Los Angeles	GCCOG	26	17	65%	5	19%	5	19%
Los Angeles	Las Virgenes Malibu COG	5	4	80%	3	60%	3	60%
Los Angeles	North Los Angeles County	3	3	100%	0	0%	0	0%
Los Angeles	SBCCOG	15	13	87%	3	20%	3	20%
Los Angeles	SGVCOG	30	20	67%	8	27%	8	27%
Los Angeles	WCCOG	4	4	100%	1	25%	1	25%
Orange	OCCOG*	35	30	86%	7	20%	7	20%
Riverside	CVAG	10	8	80%	2	20%	2	20%
Riverside	WRCOG*	19	16	84%	7	37%	7	37%
San Bernardino	SANBAG*	25	21	84%	2	8%	2	8%
Ventura	VCOG*	11	11	100%	6	55%	6	55%
Totals		197	160	81%	49	25%	49	25%

(Please note that the cities in the San Fernando Valley Council of Governments (SFVCOG) are not included to avoid double counting of city numbers.)

(* Includes county unincorporated area.)

1. Beginning in March 2013, SCAG staff contacted each local jurisdiction in the region and requested general plan land use and zoning information. The initial land use input was integrated into SCAG's land use database and was published along with other geographic data such as existing land use, open space, farmland, and other resource data into an individual Map Book for each city and county in the region.

2. Total number of local jurisdictions that provided review comments and/or corrections on the Map Book (released to local jurisdictions on August 9, 2013).

3. Total number of local jurisdictions that provided the complete inputs during the Stage 1 of Local Input Process. For those jurisdictions who have yet to submit input to SCAG, staff will continue to receive revisions on the Map Book during the next stage of the Local Input Process (November 2013 through May 2014).

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTION	LAND USE INPUT RECEIVED? ¹	MAP BOOK INPUT RECEIVED? ²	STAGE 1 LOCAL INPUT PROCESS COMPLETED? ³
Imperial	ICTC	Brawley	Yes	Yes	Yes
Imperial	ICTC	Calexico	Yes	Yes	Yes
Imperial	ICTC	Calipatria	Yes	No	No
Imperial	ICTC	El Centro	Yes	Yes	Yes
Imperial	ICTC	Holtville	Yes	No	No
Imperial	ICTC	Imperial	Yes	No	No
Imperial	ICTC	Westmorland	Yes	Yes	Yes
Imperial	ICTC	Unincorporated	Yes	No	No
Los Angeles	Arroyo Verdugo	Burbank	Yes	No	No
Los Angeles	Arroyo Verdugo	Glendale	Yes	No	No
Los Angeles	Arroyo Verdugo	La Canada Flintridge	Yes	No	No
Los Angeles	City of Los Angeles	Los Angeles	Yes	Yes	Yes
Los Angeles	City of Los Angeles	San Fernando	No	No	No
Los Angeles	GCCOG	Artesia	No	No	No
Los Angeles	GCCOG	Avalon	Yes	No	No
Los Angeles	GCCOG	Bell	No	No	No
Los Angeles	GCCOG	Bell Gardens	Yes	No	No
Los Angeles	GCCOG	Bellflower	Yes	Yes	Yes
Los Angeles	GCCOG	Cerritos	Yes	Yes	Yes
Los Angeles	GCCOG	Commerce	Yes	Yes	Yes
Los Angeles	GCCOG	Compton	Yes	No	No
Los Angeles	GCCOG	Cudahy	Yes	Yes	Yes
Los Angeles	GCCOG	Downey	Yes	No	No
Los Angeles	GCCOG	Hawaiian Gardens	Yes	No	No
Los Angeles	GCCOG	Huntington Park	No	No	No
Los Angeles	GCCOG	La Habra Heights	No	No	No
Los Angeles	GCCOG	La Mirada	No	No	No
Los Angeles	GCCOG	Lakewood	Yes	No	No
Los Angeles	GCCOG	Long Beach	Yes	No	No
Los Angeles	GCCOG	Lynwood	No	No	No
Los Angeles	GCCOG	Maywood	Yes	No	No
Los Angeles	GCCOG	Norwalk	Yes	Yes	Yes
Los Angeles	GCCOG	Paramount	Yes	No	No
Los Angeles	GCCOG	Pico Rivera	Yes	No	No
Los Angeles	GCCOG	Santa Fe Springs	Yes	No	No
Los Angeles	GCCOG	Signal Hill	No	No	No
Los Angeles	GCCOG	South Gate	No	No	No
Los Angeles	GCCOG	Vernon	No	No	No
Los Angeles	GCCOG	Whittier	Yes	No	No
Los Angeles	Las Virgenes Malibu COG	Agoura Hills	Yes	Yes	Yes
Los Angeles	Las Virgenes Malibu COG	Calabasas	Yes	No	No
Los Angeles	Las Virgenes Malibu COG	Hidden Hills	No	No	No
Los Angeles	Las Virgenes Malibu COG	Malibu	Yes	Yes	Yes
Los Angeles	Las Virgenes Malibu COG	Westlake Village	Yes	Yes	Yes
Los Angeles	North Los Angeles County	Lancaster	Yes	No	No
Los Angeles	North Los Angeles County	Palmdale	Yes	No	No
Los Angeles	North Los Angeles County	Santa Clarita	Yes	No	No
Los Angeles	SBCCOG	Carson	Yes	Yes	Yes
Los Angeles	SBCCOG	El Segundo	Yes	No	No
Los Angeles	SBCCOG	Gardena	Yes	No	No
Los Angeles	SBCCOG	Hawthorne	No	No	No
Los Angeles	SBCCOG	Hermosa Beach	Yes	Yes	Yes
Los Angeles	SBCCOG	Inglewood	Yes	No	No
Los Angeles	SBCCOG	Lawndale	No	No	No
Los Angeles	SBCCOG	Lomita	Yes	No	No
Los Angeles	SBCCOG	Manhattan Beach	Yes	No	No

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTION	LAND USE INPUT RECEIVED? ¹	MAP BOOK INPUT RECEIVED? ²	STAGE 1 LOCAL INPUT PROCESS COMPLETED? ³
Los Angeles	SBCCOG	Palos Verdes Estates	Yes	No	No
Los Angeles	SBCCOG	Rancho Palos Verdes	Yes	No	No
Los Angeles	SBCCOG	Redondo Beach	Yes	No	No
Los Angeles	SBCCOG	Rolling Hills	Yes	Yes	Yes
Los Angeles	SBCCOG	Rolling Hills Estates	Yes	No	No
Los Angeles	SBCCOG	Torrance	Yes	No	No
Los Angeles	SGVCOG	Alhambra	Yes	Yes	Yes
Los Angeles	SGVCOG	Arcadia	Yes	Yes	Yes
Los Angeles	SGVCOG	Azusa	Yes	No	No
Los Angeles	SGVCOG	Baldwin Park	Yes	No	No
Los Angeles	SGVCOG	Bradbury	Yes	No	No
Los Angeles	SGVCOG	Claremont	Yes	No	No
Los Angeles	SGVCOG	Covina	Yes	No	No
Los Angeles	SGVCOG	Diamond Bar	No	No	No
Los Angeles	SGVCOG	Duarte	Yes	No	No
Los Angeles	SGVCOG	El Monte	Yes	No	No
Los Angeles	SGVCOG	Glendora	Yes	Yes	Yes
Los Angeles	SGVCOG	Industry	Yes	Yes	Yes
Los Angeles	SGVCOG	Irwindale	No	No	No
Los Angeles	SGVCOG	La Puente	No	No	No
Los Angeles	SGVCOG	La Verne	No	No	No
Los Angeles	SGVCOG	Monrovia	No	No	No
Los Angeles	SGVCOG	Montebello	Yes	Yes	Yes
Los Angeles	SGVCOG	Monterey Park	Yes	No	No
Los Angeles	SGVCOG	Pasadena	Yes	No	No
Los Angeles	SGVCOG	Pomona	Yes	Yes	Yes
Los Angeles	SGVCOG	Rosemead	Yes	No	No
Los Angeles	SGVCOG	San Dimas	Yes	No	No
Los Angeles	SGVCOG	San Gabriel	Yes	Yes	Yes
Los Angeles	SGVCOG	San Marino	No	No	No
Los Angeles	SGVCOG	Sierra Madre	No	No	No
Los Angeles	SGVCOG	South El Monte	Yes	Yes	Yes
Los Angeles	SGVCOG	South Pasadena	Yes	No	No
Los Angeles	SGVCOG	Temple City	No	No	No
Los Angeles	SGVCOG	Walnut	No	No	No
Los Angeles	SGVCOG	West Covina	No	No	No
Los Angeles	WCCOG	Beverly Hills	Yes	No	No
Los Angeles	WCCOG	Culver City	Yes	No	No
Los Angeles	WCCOG	Santa Monica	Yes	Yes†	Yes†
Los Angeles	WCCOG	West Hollywood	Yes	No	No
Los Angeles	County of Los Angeles	Unincorporated	Yes	No	No
Orange	OCCOG	Aliso Viejo	Yes	No	No
Orange	OCCOG	Anaheim	Yes	Yes	Yes
Orange	OCCOG	Brea	Yes	No	No
Orange	OCCOG	Buena Park	Yes	No	No
Orange	OCCOG	Costa Mesa	Yes	No	No
Orange	OCCOG	Cypress	No	No	No
Orange	OCCOG	Dana Point	Yes	Yes	Yes
Orange	OCCOG	Fountain Valley	No	No	No
Orange	OCCOG	Fullerton	Yes	No	No
Orange	OCCOG	Garden Grove	Yes	No	No
Orange	OCCOG	Huntington Beach	Yes	Yes	Yes
Orange	OCCOG	Irvine	Yes	No	No
Orange	OCCOG	La Habra	Yes	No	No
Orange	OCCOG	La Palma	Yes	No	No
Orange	OCCOG	Laguna Beach	Yes	No	No

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTION	LAND USE INPUT RECEIVED? ¹	MAP BOOK INPUT RECEIVED? ²	STAGE 1 LOCAL INPUT PROCESS COMPLETED? ³
Orange	OCCOG	Laguna Hills	Yes	No	No
Orange	OCCOG	Laguna Niguel	Yes	Yes	Yes
Orange	OCCOG	Laguna Woods	Yes	No	No
Orange	OCCOG	Lake Forest	Yes	Yes†	Yes†
Orange	OCCOG	Los Alamitos	Yes	No	No
Orange	OCCOG	Mission Viejo	Yes	No	No
Orange	OCCOG	Newport Beach	Yes	No	No
Orange	OCCOG	Orange	Yes	No	No
Orange	OCCOG	Placentia	No	No	No
Orange	OCCOG	Rancho Santa Margarita	Yes	Yes	Yes
Orange	OCCOG	San Clemente	Yes	No	No
Orange	OCCOG	San Juan Capistrano	Yes	No	No
Orange	OCCOG	Santa Ana	Yes	No	No
Orange	OCCOG	Seal Beach	Yes	No	No
Orange	OCCOG	Stanton	Yes	No	No
Orange	OCCOG	Tustin	Yes	Yes	Yes
Orange	OCCOG	Villa Park	Yes	No	No
Orange	OCCOG	Westminster	No	No	No
Orange	OCCOG	Yorba Linda	No	No	No
Orange	OCCOG	Unincorporated	Yes†	No	No
Riverside	CVAG	Blythe	No	No	No
Riverside	CVAG	Cathedral City	Yes	No	No
Riverside	CVAG	Coachella	Yes	Yes	Yes
Riverside	CVAG	Desert Hot Springs	No	No	No
Riverside	CVAG	Indian Wells	Yes	No	No
Riverside	CVAG	Indio	Yes	No	No
Riverside	CVAG	La Quinta	Yes	No	No
Riverside	CVAG	Palm Desert	Yes	No	No
Riverside	CVAG	Palm Springs	Yes	No	No
Riverside	CVAG	Rancho Mirage	Yes	Yes	Yes
Riverside	WRCOG	Banning	Yes	No	No
Riverside	WRCOG	Beaumont	No	No	No
Riverside	WRCOG	Calimesa	Yes	Yes	Yes
Riverside	WRCOG	Canyon Lake	No	No	No
Riverside	WRCOG	Corona	Yes	Yes	Yes
Riverside	WRCOG	Eastvale	Yes	Yes	Yes
Riverside	WRCOG	Hemet	Yes	No	No
Riverside	WRCOG	Jurupa Valley	Yes	Yes	Yes
Riverside	WRCOG	Lake Elsinore	Yes	No	No
Riverside	WRCOG	Menifee	Yes	No	No
Riverside	WRCOG	Moreno Valley	Yes	No	No
Riverside	WRCOG	Murrieta	Yes	No	No
Riverside	WRCOG	Norco	No	No	No
Riverside	WRCOG	Perris	Yes	Yes	Yes
Riverside	WRCOG	Riverside	Yes	No	No
Riverside	WRCOG	San Jacinto	Yes	No	No
Riverside	WRCOG	Temecula	Yes	Yes	Yes
Riverside	WRCOG	Wildomar	Yes	Yes†	Yes†
Riverside	County of Riverside	Unincorporated	Yes	No	No
San Bernardino	SANBAG	Adelanto	Yes	No	No
San Bernardino	SANBAG	Apple Valley	Yes	No	No
San Bernardino	SANBAG	Barstow	Yes	No	No
San Bernardino	SANBAG	Big Bear Lake	Yes	No	No
San Bernardino	SANBAG	Chino	Yes	No	No
San Bernardino	SANBAG	Chino Hills	Yes	No	No
San Bernardino	SANBAG	Colton	No	No	No

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTION	LAND USE INPUT RECEIVED? ¹	MAP BOOK INPUT RECEIVED? ²	STAGE 1 LOCAL INPUT PROCESS COMPLETED? ³
San Bernardino	SANBAG	Fontana	Yes	No	No
San Bernardino	SANBAG	Grand Terrace	Yes	No	No
San Bernardino	SANBAG	Hesperia	Yes	No	No
San Bernardino	SANBAG	Highland	Yes	No	No
San Bernardino	SANBAG	Loma Linda	Yes	No	No
San Bernardino	SANBAG	Montclair	Yes	No	No
San Bernardino	SANBAG	Needles	Yes	No	No
San Bernardino	SANBAG	Ontario	Yes	Yes	Yes
San Bernardino	SANBAG	Rancho Cucamonga	Yes	No	No
San Bernardino	SANBAG	Redlands	No	No	No
San Bernardino	SANBAG	Rialto	Yes	Yes	Yes
San Bernardino	SANBAG	San Bernardino	Yes	No	No
San Bernardino	SANBAG	Twentynine Palms	Yes	No	No
San Bernardino	SANBAG	Upland	No	No	No
San Bernardino	SANBAG	Victorville	Yes	No	No
San Bernardino	SANBAG	Yucaipa	Yes	No	No
San Bernardino	SANBAG	Yucca Valley	No	No	No
San Bernardino	SANBAG	Unincorporated	Yes	No	No
Ventura	VCOG	Camarillo	Yes	Yes	Yes
Ventura	VCOG	Fillmore	Yes	No	No
Ventura	VCOG	Moorpark	Yes	Yes	Yes
Ventura	VCOG	Ojai	Yes	Yes	Yes
Ventura	VCOG	Oxnard	Yes	Yes	Yes
Ventura	VCOG	Port Hueneme	Yes	Yes	Yes
Ventura	VCOG	San Buenaventura	Yes	No	No
Ventura	VCOG	Santa Paula	Yes	No	No
Ventura	VCOG	Simi Valley	Yes	No	No
Ventura	VCOG	Thousand Oaks	Yes	Yes	Yes
Ventura	VCOG	Unincorporated	Yes	No	No

(† SCAG staff has requested that jurisdiction provide additional information for clarification in order to complete local input process.)

1. Beginning in March 2013, SCAG staff contacted each local jurisdiction in the region and requested general plan land use and zoning information. The initial land use input was integrated into SCAG's land use database and was published along with other geographic data such as existing land use, open space, farmland, and other resource data into an individual Map Book for each city and county in the region.

2. 'Yes' indicates that local jurisdictions provided comments and/or corrections on the Map Book (released to local jurisdictions on August 9, 2013).

3. 'Yes' indicates that local jurisdictions provided the complete inputs during the Stage 1 of Local Input Process. For those jurisdictions who have yet to submit input to SCAG, staff will continue to receive revisions on the Map Book during the next stage of the Local Input Process (November 2013 through May 2014).

DATE: November 7, 2013

TO: Community, Economic, and Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)

FROM: Ma'Ayn Johnson; Senior Regional Planner, Land Use & Environmental Planning;
(213) 236-1975; johnson@scag.ca.gov

SUBJECT: Update on Housing Element Compliance Status from SCAG Jurisdictions

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File Only - No Action Required.

EXECUTIVE SUMMARY:

SCAG completed its 5th RHNA cycle with the adoption of the Final Regional Housing Needs Assessment (RHNA) Allocation Plan by the Regional Council on October 4, 2012 and approval of the Final RHNA by California Department of Housing and Community Development (HCD) on November 26, 2012. Local jurisdictions were required to adopt the updated Housing Elements for the 5th planning cycle by October 15, 2013. Per request from the CEHD Committee members at the September 12, 2013 CEHD meeting, SCAG staff has been providing updates on the status of 5th housing element compliance in the SCAG region.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

To comply with state housing law, jurisdictions within California must update their housing element every eight (8) years. In addition to providing a site and zoning analysis to accommodate the projected housing need as determined by the RHNA Allocation Plan, jurisdictions are required to assess their existing housing needs. Housing elements for the 5th planning cycle (October 2013 to October 2021) must be adopted by jurisdictions within the SCAG region by October 15, 2013. Typically, jurisdictions adopt their respective final housing elements after receiving comments from HCD on their submitted draft housing element.

According to HCD, as of October 21, 2013, 33% of the 197 local jurisdictions in the SCAG region have not yet submitted a draft Housing element for the 5th planning cycle for HCD's review. Jurisdictions that do not adopt its housing element within 120 days of the deadline must revert to a four-year housing element.

The most up-to-date list of Housing elements under review by HCD is available at: <http://www.hcd.ca.gov/hpd/hrc/plan/he/review.pdf>. It should be noted that the list also includes local jurisdictions that are outside of the SCAG region. Some jurisdictions on the list have not adopted their Housing Elements for the 4th planning cycle.

FISCAL IMPACT:

Activities related to this item are included in the SCAG budget under 080.SCG00153.06.

ATTACHMENT:

None

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DATE: November 7, 2013

TO: Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)

FROM: Kimberly Clark, Senior Regional Planner, 213-236-1833, clark@scag.ca.gov

SUBJECT: Funding Availability – Urban Waters Small Grants

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File Only – No Action Required.

EXECUTIVE SUMMARY:

The U.S. Environmental Protection Agency (EPA) released a request for proposals (RFP) for the Urban Waters Small Grants program, designed to protect and restore urban waters by improving water quality through activities that support community revitalization and other local priorities. \$1.6 million is available in funding, with grants ranging from \$40,000 to \$60,000. Applications are due to EPA on November 25, 2013.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The U.S. EPA initiated an Urban Waters Small Grants program to fund water improvement projects that take place in one of eighteen Eligible Geographic Areas (EGAs) throughout the United States; one of which is the Los Angeles River Watershed. Forty-seven jurisdictions in the SCAG region have a portion of their boundary within this Watershed. A listing of these jurisdictions along with a map of the Watershed is attached to this report.

Proposals submitted the program should meet all of the following program objectives:

- (1) Address local urban water quality issues – Many urban waters are impaired by pathogens, excess nutrients, contaminated sediments that result from sanitary sewer and combined sewer overflows, polluted runoff from urban landscapes, and contamination from abandoned facilities. The EPA is seeking to support projects that promote a comprehensive understanding of these local urban water quality issues, and identify and support activities that address these issues at the local level;
- (2) Engage, educate and empower – Proposed projects should include outreach to communities/residents about urban water quality issues and engage them in activities to access, improve, and benefit from their local urban waters and the surrounding land;

- (3) Support community priorities – Proposed projects should support broader community priorities beyond water quality and environmental benefits. Linking water quality to other community priorities, such as public health, community revitalization and economic development, provides sustained engagement by local residents and encourages broader support for local urban waters efforts; and
- (4) Involve underserved communities – The EPA is seeking to fund projects that involve underserved communities. For purposes of this announcement, the term “underserved communities” refers to communities with environmental justice concerns and/or susceptible populations. Communities with environmental justice concerns include minority, low-income, tribal, and indigenous populations or communities that potentially experience disproportionate environmental harms and risks as a result of greater exposure and/or vulnerability to environmental hazards. Susceptible populations include groups that are at a high risk of suffering the adverse effects of environmental hazards such as, but not limited to, pregnant women, the elderly, and young children.

Additional information on this funding opportunity is available at <http://www2.epa.gov/urbanwaters/urban-waters-small-grants-request-proposals-rfp-epa-ow-io-13-01>

FISCAL IMPACT:

None

ATTACHMENT:

Los Angeles River Watershed Information

ATTACHMENT
Los Angeles River Watershed Information

Number	Jurisdictions that fall within the Los Angeles River Watershed
1	Alhambra
2	Arcadia
3	Bell
4	Bell Gardens
5	Bradbury
6	Burbank
7	Calabasas
8	Carson
9	Commerce
10	Compton
11	Cudahy
12	Downey
13	Duarte
14	El Monte
15	Glendale
16	Hidden Hills
17	Huntington Park
18	Inglewood
19	Irwindale
20	La Canada Flintridge
21	Lakewood
22	Long Beach
23	Los Angeles
24	Lynwood
25	Maywood
26	Monrovia
27	Montebello
28	Monterey Park
29	Paramount
30	Pasadena
31	Pico Rivera
32	Rosemead
33	San Fernando
34	San Gabriel
35	San Marino
36	Santa Clarita
37	Sierra Madre
38	Signal Hill
39	Simi Valley
40	South El Monte
41	South Gate
42	South Pasadena
43	Temple City
44	Vernon
45	Whittier
46	Los Angeles County
47	Ventura County



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DATE: November 7, 2013

TO: Executive/Administration Committee (EAC)
Regional Council (RC)
Community, Economic, and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Hasan Ikhrata, Executive Director, 213-236-1944; Ikhrata@scag.ca.gov

SUBJECT: SCAG's Compliance with SB 751 (Yee): Meetings – Publication of Action Taken

RECOMMENDED ACTION:

Review and Comment.

EXECUTIVE SUMMARY:

I reported at the last meeting the enactment of SB 751 (Yee), legislation that takes effect January 1, 2014 requiring public agencies such as SCAG to revise procedures for reporting actions taken at public meetings. Below is an update on the status of implementing the new, mandated reporting of actions taken, which we will begin on January 2, 2014.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

Beginning with the January 2, 2014 EAC, Policy Committee and Regional Council meetings, SCAG will be required to report in the minutes for each action item on the agenda who voted 'aye/noe/abstained.' Currently, SCAG practice is to report the noes and abstentions for each action item and list at the beginning of the meeting who is present. A roll call vote for each action item would dramatically increase the length of the meetings, especially for the meetings of the Regional Council.

Staff previously tested electronic voting and the test resulted in less than 100% accuracy. Staff is investigating more reliable cost effective electronic voting mechanisms but they will not be in place by January 2, 2014. Therefore, staff is proposing for the short term (until electronic voting can be implemented), a manual mechanism for recording votes. It will require members to notify designated SCAG staff by the exit that they are leaving the meeting room if the meeting is still in progress. In this way, through use of the cameras (in the case of the Regional Council), and declaration of a member leaving the room, the minutes will accurately reflect who is present in the room and the respective vote (i.e., aye/noe/abstained) of each member for each of the action items.

Staff considered other alternatives: roll call votes, voting by aisle, etc. and determined that the above method would be accurate and the least time consuming in order to maximize member participation and policy discussion. Staff estimates that electronic voting should be available and in place by the spring of 2014.

REPORT

Staff proposes that the above methodology for recording of votes shall apply to meetings of the Regional Council, the Executive/Administration Committee, the three Policy Committees and any other SCAG committees that are subject to the Brown Act beginning January 2, 2014, in order to be compliant with SB 751.

FISCAL IMPACT:

The fiscal impact related to implementation of SB 751 is nominal at this time.

ATTACHMENT:

SB 751 (Yee): Meetings – Publication of Action Taken

Senate Bill No. 751

CHAPTER 257

An act to amend Section 54953 of the Government Code, relating to local government.

[Approved by Governor September 6, 2013. Filed with
Secretary of State September 6, 2013.]

LEGISLATIVE COUNSEL'S DIGEST

SB 751, Yee. Meetings: publication of action taken.

The Ralph M. Brown Act requires all meetings of the legislative body of a local agency, as defined, to be open and public and prohibits the legislative body from taking action by secret ballot, whether preliminary or final.

This bill would additionally require the legislative body of a local agency to publicly report any action taken and the vote or abstention on that action of each member present for the action, thereby imposing a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. Section 54953 of the Government Code is amended to read:

54953. (a) All meetings of the legislative body of a local agency shall be open and public, and all persons shall be permitted to attend any meeting of the legislative body of a local agency, except as otherwise provided in this chapter.

(b) (1) Notwithstanding any other provision of law, the legislative body of a local agency may use teleconferencing for the benefit of the public and the legislative body of a local agency in connection with any meeting or proceeding authorized by law. The teleconferenced meeting or proceeding shall comply with all requirements of this chapter and all otherwise applicable provisions of law relating to a specific type of meeting or proceeding.

(2) Teleconferencing, as authorized by this section, may be used for all purposes in connection with any meeting within the subject matter jurisdiction of the legislative body. All votes taken during a teleconferenced meeting shall be by rollcall.

(3) If the legislative body of a local agency elects to use teleconferencing, it shall post agendas at all teleconference locations and conduct teleconference meetings in a manner that protects the statutory and constitutional rights of the parties or the public appearing before the legislative body of a local agency. Each teleconference location shall be identified in the notice and agenda of the meeting or proceeding, and each teleconference location shall be accessible to the public. During the teleconference, at least a quorum of the members of the legislative body shall participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as provided in subdivision (d). The agenda shall provide an opportunity for members of the public to address the legislative body directly pursuant to Section 54954.3 at each teleconference location.

(4) For the purposes of this section, “teleconference” means a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both. Nothing in this section shall prohibit a local agency from providing the public with additional teleconference locations.

(c) (1) No legislative body shall take action by secret ballot, whether preliminary or final.

(2) The legislative body of a local agency shall publicly report any action taken and the vote or abstention on that action of each member present for the action.

(d) (1) Notwithstanding the provisions relating to a quorum in paragraph (3) of subdivision (b), when a health authority conducts a teleconference meeting, members who are outside the jurisdiction of the authority may be counted toward the establishment of a quorum when participating in the teleconference if at least 50 percent of the number of members that would establish a quorum are present within the boundaries of the territory over which the authority exercises jurisdiction, and the health authority provides a teleconference number, and associated access codes, if any, that allows any person to call in to participate in the meeting and that number and access codes are identified in the notice and agenda of the meeting.

(2) Nothing in this subdivision shall be construed as discouraging health authority members from regularly meeting at a common physical site within the jurisdiction of the authority or from using teleconference locations within or near the jurisdiction of the authority. A teleconference meeting for which a quorum is established pursuant to this subdivision shall be subject to all other requirements of this section.

(3) For purposes of this subdivision, a health authority means any entity created pursuant to Sections 14018.7, 14087.31, 14087.35, 14087.36, 14087.38, and 14087.9605 of the Welfare and Institutions Code, any joint powers authority created pursuant to Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 for the purpose of contracting pursuant to Section 14087.3 of the Welfare and Institutions Code, and any advisory committee to a county sponsored health plan licensed pursuant to Chapter

2.2 (commencing with Section 1340) of Division 2 of the Health and Safety Code if the advisory committee has 12 or more members.

(4) This subdivision shall remain in effect only until January 1, 2018.

SEC. 2. No reimbursement is required by this act under Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district under this act are the costs of complying with Chapter 9 (commencing with Section 54950) of Part 1 of Division 3 of Title 5 of the Government Code. Subdivision (c) of Section 36 of Article XIII of the California Constitution provides that costs of this type are not reimbursable.

CORRECTIONS:

Date—Page 1.